

Intimation.

WHY YOU SHOULD INSURE WITH THE NEW YORK LIFE INSURANCE CO., (The Oldest International Life Insurance Company in the World.)

SUPERVISED BY 83 GOVERNMENTS.
A POLICY with the Single Condition that the PREMIUMS be paid as agreed. A Policy with no restrictions regarding residence, occupation, travel, habits of life, or cause of death, and at the same time including the greatest number of Privileges, Guarantees, and Bonuses ever embodied in a Single Life Contract. Because we are a purely Mutual Company owned and controlled by the Policy Holders, who alone receive the Profits, having no share of stockholders, with over

COLD-

\$1,000,000,000

of insurance in force to-day.

The following is a comparison of the three Largest Companies:

OFFICIAL FIGURES OF 1898 FOR THE NEW-YORK LIFE, MUTUAL AND EQUITABLE.

The Report of the New-York Life having been filed with the Insurance Departments on January 6th, 1899, and the Reports of the Equitable and Mutual Life having been filed during the last days of February, 1899, the following figures are now obtained from the sworn Reports of the three companies.

*The figures here given, after deducting policies not paid for, show only those settled for in cash:

NEW BUSINESS FOR THE YEAR 1898.

	No. of Policies.	Amount of Insurance.	Premiums Paid.
New-York Life (Purely Mutual, all profits to its owners, the policy-holders):	73,471	\$152,093,369	\$6,054,499
Mutual Life:	51,785	138,780,088	5,146,519
Equitable (Capital Stock \$100,000):	42,939	121,767,516	4,486,951

The New-York Life Led its Nearest Competitor, the Mutual, in placed and paid-for business by 21,689 new policies, representing Gold \$23,313,000 of insurance, and Gold \$908,000 of premiums.

The New-York Life Led the Equitable, its Second Nearest Competitor, by 31,441 new policies, Gold \$30,825,000 of Insurance and Gold \$1,567,845 of new premiums.

A line addressed to Mr. A. H. MYERS, Assistant Resident Manager, Hongkong Hotel, will receive prompt attention.

ARNHOLD, KARBURG & CO. and HIRLEY DALRYMPLE & CO., Agents, Hongkong.

Today's Advertisements.

Today's Advertisement.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"TRIESTE,"

having arrived Consignees of Cargo are hereby

informed that their Goods are being landed at

their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Company,

Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Claims must be

sent in to the office of the Undersigned before

noon on the 12th instant, or they will not be

recognised.

No Fire Insurance has been effected, and

any Goods remaining in the Godowns after the

12th instant, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co., Agents.

Hongkong, 5th September, 1899. [1138a]

Intimations.

NOTICE.

THE OFFICES of the "HONGKONG

TELEGRAPH" have this Day been

removed to No. 50, QUEEN'S ROAD

CENTRAL, Second Floor, the premises

formerly occupied by Messrs. POWELL & COY

to which address all communications should

be addressed.

ETH. F. SKERTCHLY,

Manager.

Hongkong, 1st May, 1899.

AN APPEAL.

THE SUPERIORESS of the ITALIAN

CONVENT, CAINE ROAD, begs most

respectfully to APPEAL to the Residents of

Hongkong and the Post Ports, for their kind

patronage and support, and desires to state that

she will be pleased to receive orders for all kinds

of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs

and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's

Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful

for any PAPER, or old ENVELOPES to be made

into Books for the Children of the Poor Schools,

who are taught by the Sisters.

Hongkong, 22nd April, 1892. [1493]

OUR SHIPMENTS OF FLOWER AND

VEGETABLE

SEEDS

FOR THE SEASON 1899-1900 ARE NOW

READY FOR DELIVERY.

Orders are executed from New

Stock only.

Priced Catalogues, with hints for

Gardening, can be obtained

on application.

These SEEDS are supplied to us

by the best growers in the World.

It is particularly requested that care

be taken when sowing, and super-

vision exercised over Chinese gar-

deners, whose incompetence in deal-

ing with the seeds may sometimes

lead to disappointing results.

CLAY'S FERTILIZER.

Supplies natural nourishment to

the soil.

IN TINS.

100 lbs. \$1.75

28 lbs. \$4.50

RANSOME'S LAWN MOWERS.

The Best and Cheapest Machines in

the Market. Supplied at

Manufacturer's Prices.

FERMINGER'S MANUAL OF GARDEN-

ING FOR THE TROPICS

PRICE 87.50.

A. S. WATSON & Co., Limited.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 5, 1899.

NOTES AND COMMENTS.

ADMIRAL DEWEY'S ALLEGED SPEECH.

It appears that even Admiral DEWEY

quires to be saved from his friends, and more

particularly from the paper correspondents.

We gave an example some time back of the very vivid

flights of imagination to which even a Hong

kong correspondent of an American journal

can attain, when we published the American

account of DEWEY's arrival here, and now it

appears that the poor man has been misre-

presented again. He has been made to say

unkind things about Germany and has,

according to the New York Herald's Trieste

correspondent, stated that the next war

that the United States will have on hand

will be with Germany. Of course this

has made a stir in the States, as the Comin-

cident did the other day, and the corre-

spondent of the Herald, far from apologising

for his report, affirms that the statement

was made by Admiral DEWEY. Admiral

DEWEY says that he has no time to read,

much less to affirm or deny all the lies and

irresponsible rubbish which have been printed

about him since his arrival at Trieste, which

shows pretty plainly his opinion as regards

this very sensational style of yellow journalism.

We do not suppose that anyone in the Far

East will take any notice of the alleged

utterance. We know the Admiral too well

here to believe that he would go about

making statements to correspondents,

particularly when those statements were

liable to lead to his feeling with such

a power as Germany. No Admiral DEWEY

is too sensible for that, he knows the value

of silence and, like the parrot, he thinks the

more. One thing is certain, and that is

that if any man could lead the United

States into a war with a foreign power that

man is DEWEY, but he is not a fire-eater,

hates ostentation of any sort and has not,

that we are aware, any particular grudge

against Germany, so the coming war be-

tween Germany and the United States may

be regarded as an effort of imagination.

Even the Admiral's flag lieutenant has been

taught to be silent and it is difficult to

believe that his chief is otherwise. We don't

believe it, anyhow.

THE MILITARY AND THE PLAGUE.

Our correspondent, Sufferer seems to have

got a bad grievance, for in his letter, which

we published yesterday, he complains bitterly

of the town having been placed out of

bounds for the soldiers during the prevalence

of the plague. We are always ready to

allow anyone to express their opinions

through our columns, but, as we announce,

we do not necessarily hold ourselves respon-

sible for the opinions so expressed and with

Sufferer we certainly do not agree. It may

be very bad for the publicans to have

the town placed out of bounds, and it may

be inconvenient for the soldier, but it is, for

the public good that such measures have

to be taken and it is idiotic to suppose that

in such matters, the few can be considered.

The soldier may not like being confined

within certain limits, but it is for his good.

We do not mean to say that all would rush

off to Chinatown and contract plague were

the restriction removed; but one or two

might do so, and it is against these one or

two that it is necessary to protect the rest.

The soldier is not at liberty to shift his

quarters when he pleases, as is the civilian,

and he cannot help sleeping in the same

room with a man who, through ignorance or

carelessness, would neglect all precautions

against plague. One such man could infect

a whole barracks and so he has to be

prevented from doing so by being kept

within bounds. The publican can, of

course growl to his heart's content, but that

will not mend matters. When he opened his

business he should have foreseen this and

made provision for it. It is too late to cry

out now. Plague means a loss to hundreds

of others in addition to the publican, if that

is any consolation to him.

PLAGUE AND PROSTITUTION.

We certainly agree with Sufferer in his

complaint about the migration of prostitutes

from the prohibited area. Coming, as they

do, from the worst portion of the city, they are

only too liable to bring the disease with them

and thus upset the aims of the Military

Authorities in confining the men within

certain limits. When the new act comes

into force, however, it will be possible to

prevent these pests from settling in respectable

neighbourhoods and it is to be hoped that

they will all be confined to certain streets, as

was the case when the old act was in force.

Vice is not a pleasant spectacle to con-

template at any time, much less so when it is

flaunted openly in our principal thorough-

fares. All that is wanted is a few public-

spirited persons to give the necessary in-

formation, once the new act has become

law, and then we may hope to have Hong-

kong less of a disgrace to British civilization.

TELEGRAMS.

REUTER'S TELEGRAMS.

THE TRANSVAAL QUESTION.

LONDON, September 3rd.

The Transvaal-British despatches which

have been published confirm what has already

been cabled. Mr. Chamberlain's despatch of

the 28th August reminds the Transvaal that

there are other matters of difference which

cannot be settled by the grant of the Franchise

to the Uitlanders; which are not proper sub-

jects for arbitration and which should be settled

concurrently with the question now under

discussion and should form, with arbitration,

subjects for consideration at the proposed con-

ference at Cape Town. Reuter's Correspondent

at Pretoria states that the Transvaal has replied

to Mr. Chamberlain's despatch of the 28th

August. It is understood the Republic agrees

to the Conference at Cape Town, promises to

explain the working of the Franchise and to

accept suggestions. Consequent upon the

arrest of Mr. Pakeman, the editor of the Johan-

nesburg Leader, on a charge of high treason, a

panic prevails at Johannesburg. Detectives

have made an ineffectual search in the Simmer

Mine for arms. The trains for Natal are

crowded with fugitives.

[From Japanese Papers.]

RETROFIAL OF THE CROWN

PRINCE.

Tokyo, August 24th.

The betrothal of his Imperial Highness the

Crown Prince with Miss Kiku Sadako, the third

daughter of Prince Kiku, has been decided on

by the Emperor to-day. The fact will shortly

be officially announced. The late Empress

Dowager, who died last year, came from the

house of Prince Kiku, which was one of the

five noble families with which the Imperial

House was entitled to wed.

THE "MINAKO."

Tokyo, August 24th.

Admiral Inoué, the Chief Commander of

the Kure Port Admiralty, reports that the

official trial of the *Minako* was concluded

to-day with satisfactory results. Full speed

was tried for six hours. The maximum speed

developed was 18.8 knots, the average speed

being 18.01 knots. The engines and boilers

stood the test well.

IMPERIAL BENEFICENCE.

Tokyo, August 25th.

Their Majesties the Emperor and Empress,

in token of sympathy with the sufferings of the

people in Kagoshima, where from thirteen to

fourteen thousand houses have been blown down

in the recent typhoon, have presented ¥50,000

towards the relief fund. Viscount Higashimura,

a Chamberlain, has been ordered to visit

Kagoshima and report on the condition of the

people.

NEW POSTAL LAW.

Tokyo, August 25th.

The Communications Bureau in the

Communications Department is drafting a new

Postal law. The draft is to be submitted to the

Council of the high officials in the Department

shortly, as soon as it is completed.

CRIMINAL ACTION AGAINST A

DIRECTOR.

Tokyo, August 25th.

The Tokyo shareholders in the Seibu Rail-

way Company have instituted a criminal action

in the Nara Chibu Saibansho against Mr. Oka-

hashi Tsunesaburo, the President of the

Company, on a charge of having illegally

appropriated goods entrusted to his charge and

engaged in a contravention of the Commercial

Code. The petition, which was signed by

some 170 shareholders, was filed to-day.

LAUNCH OF ANOTHER TORPEDO-

DESTROYER.

Tokyo, August 25th.

ASSAULT ON A NEWSPAPER OFFICE.

TOKYO, August 23rd.
In the city of Chiba, where celebrations are being held in honour of a local deity, a gang of turbulent *soshi* accompanying the *shikishi* (the portable miniature shrine containing the image of a deity) broke into the office of the *Bosa Shinbun*, with the intention of clashing the editor, who had written a condemnatory article about the Liberals, one of whom had been returned to the Prefectural Assembly after a great struggle with the Progressives. The *soshi* incited the young men carrying the *shikishi* to storm the office, and the doors were broken in and the windows smashed. The roughs laid hands on everything they could, and attacked everybody in the office. The proprietors sallied forth in a body to encounter the intruders, but were put to flight, and for a while the police were unable to quell the riot. It was not until the *sewaishi* (managers of the celebrations) were called, and persuaded the *soshi* to depart that peace was restored.—*Kobe Chron. Cor.*

THE TOKYO ELECTRIC TRAMWAY.

TOKYO, August 23rd.
To meet the reported hostility of the Mayor to the tramway scheme, the company has presented a petition to the City Council, setting forth some conditions to which they are willing to submit. The principal one is the payment of a percentage on the daily earnings per 30 miles of the line at rates varying from 2 to 3 per cent. The company undertakes to keep the road in thorough condition to the extent of 1 shaku 5 sun on both sides of the track. The charter is to terminate within 75 years, when the whole property may be bought by the city at a reasonable price.—*Kobe Chronicle Cor.*

WHITE COAL IN JAPAN.

Vernacular papers report that a white coal mine has been discovered at Hokkaido through the recent overflow of the river Yubari. When burned the coal raises only a little white smoke and white ashes remain. The stratum of the mine extends as much as eight or nine feet in breadth. The mine, it is reported, is in a very convenient position relative to Otaru and Muroran.

CARRIAGE ACCIDENT AT YOKOHAMA.

The bulging of a mare attached to a carriage in which were Mr. W. H. Walker and Mr. McCleure of the Chartered Bank, Yokohama, resulted in a serious accident on Thursday. The carriage was going down Camp Hill at the time, and the *Japan Gazette* reports that both the gentlemen escaped uninjured by jumping from the carriage, and that although the carriage was eventually turned right over on top of the *belles*, the horse was stopped at the bridge over the creek none the worse for the run.

THE ASSAULT ON A FOREIGNER AT SUMA.

The attack on Mr. I. W. Thompson, jun., at Suma, recently recorded in these columns, says the *Kobe Chronicle* of 26th ult., has, we are informed, been fully inquired into by the police, and as a result of their inquiries two young men, named Masuda Chiyomatsu (aged 23) and Okida Yoshimatsu (aged 22), residents of Nishi Suma-mura, were sentenced in the Kobe Ku Saibansho yesterday to five days' detention for the assault.

A SUMMER RETREAT FOR THE JAPANESE PRINCE IMPERIAL.

It has been proposed to build a residence for the Prince Imperial at the Awa thermal springs in Miyagi Prefecture. A petition has been received from the people of the locality in that sense, and the Household Department is expected to undertake the necessary investigations in a short time.

DOCTORS' AND CHEMISTS' LICENCES IN JAPAN.

The foreigners who so far have obtained licences from the Home Department to practise medicine and retail drugs are 20 doctors and 9 dispensing chemists. According to their nationalities, eight of the chemists are British and one German, while four of the doctors are British and sixteen Americans.—*Kobe Chronicle.*

COMPARATIVE COST OF PRODUCTION OF BEET AND CANE SUGARS.

On the all-important question of the relative cost of the production of the competing sugar, says the *Bombay Gazette*, it appears that the cane can be produced at 19 the ton, while beetroot is one pound dearer. The European product has the advantage of easy access to the neighbouring markets, while West Indian, Indian, Mauritius, Straits, and Java sugar are not so favourably situated. Nevertheless, the cheaper and the better product would recover its position if the beet-sugar were deprived of the bounty. Countervailing duties in the British Empire would be fatal to the bounty system.

A LADY'S AGE.

At the Bombay High Court, the other day, a Mohammedan woman named Sharif Abai, a defendant in a suit brought by Ahmed Miyan Alibhai Shervey, was examined before Mr. Justice B. Tyabjee as a witness; and in answer to Mr. Stirling, said she was about 25 or 30 years old.
His Lordship: I think she looks older than that. What would you say from appearances, Mr. Rivett Carnage?
Mr. Rivett Carnage: I think she must be quite fifty.
Mr. Stirling: I think, the witness said she was older than thirty.
Mr. Babu Luxmon (interpreter): She said she was about 25 or 30.
His Lordship: I am seventy.
His Lordship: That is a pretty good jump. Why did you say you were 25 or 30?
Witness: I got confused.
His Lordship: So, now you say you are seventy?
Witness: Yes.
His Lordship: Well, that is a good margin, but it looks more like the real thing.
Witness further stated: She had a grown-up son and daughter and 7 grand-children.
His Lordship remarked that circumstances would probably enable the court to arrive at an estimate of the witness's correct age.

SHOOTING AND OUTRAGE CASE.

The trial of the man Love, a gunner of the Royal Artillery stationed at Saint Thomas's Mount, on charges of culpable homicide amounting to murder, and voluntarily causing grievous hurt with a dangerous weapon, was stopped by the special jury as after hearing the evidence of the witnesses for the prosecution and one witness for the defence, they were unanimously of opinion that the accused was not guilty of any one of the counts, and it was useless, therefore, to proceed with the hearing as it would be waste of the time of the court. The accused was forthwith discharged. The case arose on the 2nd April, when Love went shooting in the jungle near St. Thomas's Mount and shot a native. The prosecution witnesses alleged that Love had ravished a native girl and when the natives followed him, protesting Love shot one. Love admitted that a native was shot, but accidentally in a scuffle, and denied having outraged the girl. The latter statement was fully confirmed by Lieutenant-Colonel Danila, Indian Medical Service, who examined the girl and found her *virgo intacta*.

DUTCH PROGRESS IN ACHEEN.

Acheen Proper, says a correspondent of the *Locomotive*, is now so cleared of the enemy that only bands of robbers break the peace. The armed police force is in such strength and is kept in such readiness that marauders are attacked the moment they venture into the occupied territory. The remains of the enemy now take care to keep to the hills out of their reach. In Peder, the situation is almost the same, and it is only in the southern districts that the enemy really keep the field. It is expected that, before long, the Governor of Acheen will disperse them finally. The Governor steadily follows the system of fining the chiefs and districts that give trouble. A large revenue has thus been raised.

THE ELEPHANT AND THE ENGINE.

BUTTING THE BUFFER BACKWIDE.
THE LATTER END OF THE ELEPHANT.

The driver of the Penak goods train which was repeatedly charged by a tusked elephant pulled up when he noticed the animal on the line, and did not steam on until after many desperate onslaughts with his head and tusks it presented its hind quarters to the engine and train back. The engine then gradually shoved the elephant out of the way, but ran over one of its legs and crippled it. Mr. Fox, the guard of the passenger train which came on shortly afterwards, shot the wounded animal and put it out of its misery.

UNREST IN SOUTH INDIA.

There is still a great deal of unrest in South India. The *Indian Press* correspondent writes that on the 8th instant there has been another disturbance at Manarkottai, where a zemindar's house is reported to have been included in the general destruction of village property. No particulars are yet to hand. The assistant magistrate has proceeded to the spot to make inquiries.

THE MAPIA ISLANDS.

A man-of-war, the *Bormeo*, has suddenly left Surabaya for Dutch New Guinea. A German war vessel, the *Jaquar*, has also gone in that direction to hoist the German flag at the Caroline and Ladrone Islands. Off the Dutch New Guinea coast lie the Mapia Islands, which are reckoned to be part of Netherlands India. But Spain had claimed them as dependencies of the Carolines. It is feared that Germany has taken over the Spanish claim, and will hoist her flag over the *Bormeo*. It is expected that she will reach the disputed islands before the *Jaquar*. At the time of the Spanish-American war, a Dutch man-of-war cruised near these islands to maintain the rights of Holland in that quarter.

MR. ALGER'S DEFENCE.

NEW YORK, August 1st.
Mr. Alger sends to the American papers an *apologia* a column long, made, he says, on account of many criticisms, "specially the recent article in *The Times* containing assertions which have no foundation in fact." Omitting to say what these assertions are, he enters upon a long narrative of the organization of the volunteer army for the Spanish war, apparently intended to meet the charge of political favoritism in military appointments. No new facts are given. He says, in substance, that only 1,032 volunteer officers were appointed by the President, of whom 441 were regulars and 591 were civilians. The latter he praises as good officers. This is simply evading the appointments, whether military or civilian, were jobbed for party purposes.
He says: "Criticisms as to the amount and method of expenditure which could imply the wrong or careless use of money were also made by *The Times*. This charge is false." What charge? He quotes none. He draws his own inference from unquoted language. He proceeds to declare: "No one can ever show that a dollar was misappropriated, stolen, or embezzled out of the hundreds of millions expended," adding that he would be glad to have the records rigidly examined. It was never supposed or alleged that the record of political corruption would appear in the books of the War Department. Mr. Alger knows what charges have been made by the most respectable papers in America, many of them Republican, and made repeatedly for many months. Some of them were repeated in *The Times*. They have never been answered. They are now answered now. Out of the whole number Mr. Alger selects two, alters them to suit his own purposes, replies to the altered charges of his own framing, and fails to meet even those. He leaves the great body of accusations unanswered and all but unnoticed. It is characteristic of the man that he seems to believe that this will vindicate him.
No comment on this performance appears in any morning paper except the *World*, which remarks that Mr. Alger's much-heralded defence turns out to be limited to a limping excuse, and that the newspapers remember very well the roster of 'sons of sonabedies' who received commissions solely through social and political influences. A Washington dispatch says that Mr. Alger, who has not forgiven his dismissal, intended to turn upon the President as the responsible author of the acts for which Mr. Alger himself has been censured. From this it is said to have been dissuaded, and now hopes to find favour with the American public, or to create a prejudice by imputing to an English source some of those criticisms and charges which the American Press published, and the American people believed, and the effect of which was finally to drive him from office amid general execration.

LATER.
The *Evening Post*, which calls Mr. Alger's defence a failure, asks why he should go across the sea to take up vague charges and give them a den almost as vague, when he could have found definite damaging charges at home. Why did he not meet the evidence of military men regarding the chaos which reigned at the War Department during all the first months of the war? Why say nothing of his own official proposal to leave the troops at Santiago for ever to run its course through them? The demoralization of the Inspector-General's department, the frightful neglect shown in the military camps, the colossal blunders of Mr. Tagan, the clerical errors, worth thousands, in the army contracts—why does he pass all these by? These are but samples. Any newspaper, says the *Post*, might suggest a dozen other alluring themes for Mr. Alger's explanation. The two evening Administration organs are silent.—*Times Cor.*

THE WORLD'S GOLD OUTPUT.

From a tabulated statement of the world's output of gold published in the *Montreal Herald*, it would appear that during the last ten years some startling changes in the gold production of the various countries have taken place. In 1886, the total gold production of the British Empire was £5,935,599. Australia supplied £3,850,000, and Canada and Africa some £287,000 each. The total production of the other countries of the world amounted in the same year to £15,309,767. During the ten years from 1886 to 1897 the production of the British Empire increased to £25,919,000, which was £4,000,000 in excess of the production of all the other countries put together, amounting in that year to £21,919,000. It will thus be seen that from being only a little over one-third of the total production, the production of the British Empire has in ten years grown to exceed that of all other countries, and to some £4,000,000. The chief cause of this startling change is the increased output from Africa. From £287,000 in 1886 it increased to £11,661,320 in 1897. The most astonishing progress was in the years 1888, 1889, and 1890, the output doubling in the last two years. The most noteworthy point in regard to the output of other countries is the steady decrease that has been going on in China's gold production. In 1886, according to the figures published, which, of course, can only be taken as approximate, China produced £3,100,000, while in 1897 her output was £1,859,000, a sudden drop followed, and matters have since been steadily getting worse. The cause of the decrease is presumably to be put down to the disturbed state of the country. Japan's gold production has doubled within the last ten years, from £65,447 to £142,660. Taken altogether, the world's gold production has more than doubled during the ten years under review, the figures being for 1886 £21,259,326, for 1897 £31,509,767. The figures are significant as showing the great increase in mining enterprise that has taken place during the last ten years.

ADMIRAL MAKAROFF'S ICEBREAKER.

The St. Petersburg Correspondent of the *Times* recently telegraphed to that journal: The news of serious damage having been done to Admiral Makaroff's great icebreaker, the *Yermak*, during her recent voyage to Spitzbergen, causes it to be regretted here that the work of this novel vessel was not restricted to the useful experiments on the ice of the Finnish Gulf, where it was so completely successful at the beginning of the present year. Admiral Makaroff received a most popular and enthusiastic reception at St. Petersburg on the first arrival of his icebreaker after it had liberated a number of merchant vessels from the ice and proved the possibility of shortening the winter period during which water communication with this port is at present impossible; but there has never been any strong belief in the practicability of the gallant Admiral's proposal to do battle with the ice packs of the Polar ocean and keep open the Kara Straits. The *Yermak* is already undergoing repairs at Newcastle-on-Tyne. On arriving there from the north, according to information received here on the subject, she was shipping a lot of water forward. One of the blades of the forward propeller had been knocked off, and the shaft was very much bent. This was now to be taken off altogether and replaced by a pointed one. Three new shell-plates have to be put on, and 12 other newly riveted. An idea of the damage done to the fore part of the vessel is given by the fact that 75 of the web frames, or ribs, have to be renewed on either side. It is thought she must have received some of her damage by striking on a rock. Fortunately no injury was done to the machinery.

THE TRANSVAAL CRISIS.

Sir Henry Meysey-Thompson has published in a pamphlet form an article on the Transvaal crisis which appeared in the *Nineteenth Century* review in February, 1898, under the title "The Real Grievances of the Uitlanders." The article itself was the outcome of a visit to the Transvaal, and gives a very clear account of the financial misgovernment of that Republic, whose expenditure in 1896 was practically the same as that of Cape Colony, Natal, and the Orange Free State put together. This expenditure and the exorbitant profits of the diamond monopoly, and of the Nederlandsche Railway, are all wrong out of the Uitlanders' population, who are perfectly helpless to remedy their position. With regard to Sir A. Milner's "irreducible minimum" Sir H. Meysey-Thompson remarks in his introduction: "The method of reform proposed is to give the inhabitants of the Transvaal a sufficient share in the government to enable them to get their own grievances redressed. The franchise is only a means to an end; unless it gives the Uitlanders sufficient political power to get their grievances redressed it is a sham, and worse than nothing. If a 40ft. ladder is necessary to enable you to reach a certain platform, what is the use of offering you one of 30ft? What is the use of offering to split the difference and give you a 35ft. one, or even one of 36ft. or 39ft. if 40ft. is the least that will enable you to reach the platform? Forty feet becomes the irreducible minimum, and anything less than that is a sham and a mockery. When I was in the Transvaal every one hoped that President Kruger and the Boers would see the necessity for some change, and would make the reforms themselves without any necessity for the interference of England. But nearly two years have passed; any pretended reforms have proved illusory, and matters have gone from bad to worse. The Uitlander population has appealed to England as the sovereign Power. Sir Alfred Milner was sent out as one of our most able and fair-minded public servants to investigate matters calmly and impartially, and his conclusions are that it is impossible that the present state of affairs can be allowed to continue. The injustice and misgovernment of the Boers may now be considered to be proved, and it is impossible for England any longer to look on quietly. In the eyes of the world the responsibility is England's and England must be equal to the occasion."

ADMIRAL DEWEY.

NEW YORK, July 30th.
The *Herald's* Correspondent at Trieste reports an interview which he has had with Admiral Dewey, who, replying to his remark that Germany had intended to interfere in Manila, is represented to have said:—"Yes, Prince Henry is a man of the type of his brother the Emperor." Speaking of Admiral von Diederichs, the American Admiral remarked:—"He was relieved at Manila in accordance with an arrangement of long standing and because his time was up, but not as a concession made in friendliness to the American Government. Germany's policy is to prevent other Powers from obtaining what she cannot acquire herself." After referring to the attitude of Germany in Samoa as evidence of her policy, Admiral Dewey proceeded:—"We need a large and thoroughly equipped navy that can cope with any other Power. England is our natural ally. Differences such as the Venezuelan boundary question and the fisheries dispute do not interfere with the friendly understanding existing between the two nations. Our next war will be with Germany."

A telegram to the *World* from Trieste of yesterday's date says:—"After reading the account of the interview in which he was stated to have said 'Our next war will be with Germany,' Admiral Dewey remarked: 'I have no time to read, much less to affirm or deny all the lies and irresponsible rubbish which have been printed about me since my arrival in Trieste.'"

The *Herald* publishes a telegram from Washington stating that neither Mr. Hay, Secretary of State, nor Mr. Long, Secretary of the Navy, can believe that Admiral Dewey, who has been so discreet in all his public utterances hitherto, would comment so boldly on international affairs, especially while passing through a European port. Mr. Hay says that the alleged interview with Admiral Dewey was not mentioned during Dr. Mumm von Schwarzenstein's visit to the State Department yesterday.

PHILIPPINE AFFAIRS.

A GOOD GRUMBLE.
Mr. Fripp, the Artist-Correspondent of the *Daily Graphic*, bitterly complains of the treatment served out to him. One can only suppose, he states, that the authorities are too ignorant to understand that sketching is skilled work which cannot well be combined with pack drill in a climate like this; that they are also so deficient in common sense, to say nothing of courtesy, as to forbid a special artist the assistance he might provide for himself by engaging servants to carry the food which the military authorities decline to supply even on payment.
If this campaign were conducted by the British there would be an officer commanding base and lines of communication. Roads would be repaired, streams bridged, or ferries established, and supply trains would be moved along establishing depots. This is the first campaign I have seen in which transport has been systematically neglected. Even the Chinese established depots in 1894, but here one cannot take a cart from Manila to San Tomas by road without having to swim streams. If we were not for the bit of single railway line from Calumpit to April 25. If the insurgents had concentrated their efforts to destroy the line, culverts, and the like, the advance and entrenchments cutting across the line at different points of the embankment had not yet been filled in or removed; in fact, they were exactly as left, with the line torn up by the insurgents for as Calumpit on April 25. If the insurgents had concentrated their efforts to destroy the line, culverts, and the like, the advance and entrenchments cutting across the line at different points of the embankment had not yet been filled in or removed; in fact, they were exactly as left, with the line torn up by the insurgents for as Calumpit on April 25. If the insurgents had concentrated their efforts to destroy the line, culverts, and the like, the advance and entrenchments cutting across the line at different points of the embankment had not yet been filled in or removed; in fact, they were exactly as left, with the line torn up by the insurgents for as Calumpit on April 25.

M. Jean Hess, the well-known French explorer who has visited the Philippines for the *Figaro*, writes a long letter on the subject of the present war in Hongkong, June 20. M. Hess considers that the beginning of the Americans regarded the Philippine Campaign as a big "operation," worked by business men, it progressed favourably at first and seemed likely to be profitable, but whereas the power of the Spaniards had been properly estimated by the Americans, they failed to gauge correctly the Filipino's aspirations and his power of resistance. To overcome him, says M. Jean Hess, American gold does not suffice; American blood is necessary. He draws a comparison between the individual strength of the 40,000 American soldiers, their naval support, their well-armed condition, their superior arms, their means of procuring further munitions of war and their possession of such a base of operations as Manila, with the 15,000 troops of the Filipinos; men "of an inferior race," and reduced to making their own power by very primitive methods. M. Hess adds: "In this unequal struggle between the iron kettle and the earthenware pot, after four months of daily efforts, what have the Americans gained? What territory have they occupied?" He is sceptical regarding the chances of the Americans possessing much more in the near future; for, he says, the most the Americans advance the greater will be the difficulties they will meet.

THE RUSSIAN BANK FAILURE.

ST. PETERSBURG, July 29th.
The suspension of payment and liquidation of the firm of P. von Dervyes, of St. Petersburg, in which many of the Russian banking houses, including the State Bank, are interested, has caused considerable sensation here in the money market, but it is now stated that there are over 30,000,000 roubles of assets in property and securities, against only 11,000,000 roubles of liabilities, so that there can be no difficulty in satisfying all demands of creditors.—*Times Cor.*

SHIPPING REPORTS.

Captain Williams, of the steamship *Chinglu*, from Foochow, reports:—Fine throughout.
Captain Mits, of the steamship *Trieste*, from Kobe, reports:—Fine weather and nothing else.
New York, July 30th.
Captain W. Clyma, of the steamship *Airlie*, from Sydney, etc., reports:—Left Sydney on the 14th ult., Newcastle 15th, Brisbane 19th, Thursday Island 25th, and anchored in Hongkong harbour last evening. Strong S.E. winds with heavy sea were experienced until arrival at Brisbane, thence to Zamboanga fine weather with light variable winds and smooth sea, variable winds with squally weather and much rain falling entering China Sea, thence to arrival N.E. winds with moderate swell and fine weather.

NOTANDA.

CALENDAR.
SEPTEMBER.
Meteorological means based on fifteen years' observations to 1895.
Barometer 29.84
Thermometer 80.4
Humidity 77
Rainfall 88.33
TO-DAY.
WEATHER REPORT.
On date at 10 a.m. 4 p.m.
Barometer 29.96 29.89
Thermometer 85 84
Humidity 65 75
Rainfall
TO-DAY.
Tuesday, 5th September, 1899.
Chinese—1st of 8th moon of 25th year of Kwang-shi.
Sun—Rises 5hr. 15min.
Sets 6hr. 12min.
Moon—New Moon 10hr. 10 m.
Moon—In Equator 11hr. a.m.
High water—Morning 5hr. 46min.
Afternoon 5hr. 34min.
Low water—Morning 5hr. 25min.
Afternoon 5hr. 12min.

ANNIVERSARIES.
1834—H.M.S. *Argentine* and *Andromache* forced the passage of the Bogue.
1864—The Shimomoseki forts attacked by the allied fleets under Admiral Kuper.
1866—First Hongkong Stamp Act passed.
1884—H.M.S. *Zephyr* fired on by the Chinese in Kinmen Pass.
1885—Death of Tso T'sung-tang at Foochow.
1898—Germany proclaims Kiaochow a "free port."

TO-MORROW.
Wednesday, 6th September, 1899.
Chinese—2nd of 8th moon of 25th year of Kwang-shi.
Sun—Rises 5hr. 15min.
Sets 6hr. 11min.
High water—Morning 5hr. 18min.
Afternoon 5hr. 30min.
Low water—Morning 5hr. 30min.
Afternoon 5hr. 35min.
ANNIVERSARIES.
1869—H.R.H. Prince Alfred received by the Mikado of Japan.
1891—The American ship *Kittiwake* wrecked near the Loochoos.
1896—Amoy and vicinity reported free from plague.

SHIPPING AND MAIL NEWS.

MAILS DUE.
American (Pacific) 7th inst.
French (Laos) 10th inst.
Indian (Lightning) 11th inst.
Canadian (Empress of Japan) 13th inst.
American (Hongkong Mail) 13th inst.
American (China) 22nd inst.
The steamer *Lightning* from Calcutta, left Singapore for this port yesterday afternoon.
The C. & O. S. S. Co.'s steamer *Belgian King* arrived at San Francisco on 24th ult.
The C. & O. S. S. Co.'s steamer *Thya* left San Diego on 23rd ult. for Japan and Hongkong.
The U. & O. S. S. Co.'s steamer *Carnegie* left Yokohama on 19th inst. for San Diego and San Francisco.
The N. P. S. S. Co.'s steamer *Monmouthshire*, sailed from Portland Oregon for Japan and Hongkong on the 1st inst. also this steamer *Lennox*, sailed from Yokohama for Portland Oregon on the 2nd inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
Isa de Cuba at Kowloon Dock.
Isa de Luzon
Carlisle City
Esmeralda
H.M.S. Benavente
Fetho
Legazpi
D. Juan d'Austria Cosmopolitan
P. G. G. Klio
Tigayon
Sisung

PASSED THE CANAL.
Outward—11th August—*Laos, Savona*. 18th August—*Kawachi Maru, St. Gallardo*. 20th August—*Abercrombie, Acara, Afghanistan*. 25th August—*Glauco, Siam, Java, Orates, Vladivostok*. 29th August—*Andalusia, St. Mary, Sachsen, Odessa*. 1st September—*Benariga, Algon, Bongo Maru, Omba Tonkin*.
Homeward—1st Sept.—*Kamakura Maru, Yangtze*.

Shipping.

Arrivals.
Airlie, British steamer, 2,500, W. Clyma, 4th Sept.—Sydney 14th Aug., Newcastle 15th, Brisbane 19th, and Thursday Island 25th, General.—Gibb, Livingston & Co.
CHINGTU, British steamer, 2,300, W. S. Moore, 5th Sept.—Foochow 3rd Sept., Tea and General.—Butterfield & Swire.
TRIESTE, Austrian steamer, 2,095, A. Mits, 5th Sept.—Kobe and Moji 30th Aug.

General—*Bender*, 2,400, E. F. Piper, 4th Sept.—Sourabaya 25th Aug., Sugar—Sander, Wieler & Co.
HUTTON HALL, British ship, 1,080, Thurbies, 5th Sept.—Tacoma 25th June, Flour—Order.
LYVEMOON, German steamer, 1,238, G. Heuermann, 5th Sept.—Canton 4th Sept., General.—Siemssen & Co.
PHRA NANG, British steamer, 1,021, A. S. Calder, Sept.—Bangkok 28th Aug., and Swatow 4th Sept., Rice.—Yuen Fat Hong.
KIANHONG, Chinese steamer, 1,347, F. A. Brissander, 5th Sept.—Swatow 4th Sept., General.—Kwang Man Woe.

SULLIBERRY, German steamer, 728, Meyer, 5th Sept.—Chelso 30th Aug., General.—Siemssen & Co.
BENVENUE, British steamer, 1,467, J. Potter, 5th Sept.—Foochow 3rd Sept., General.—Gibb, Livingston & Co.

Clearances at the Harbour Office.
Triumph, German str., for Hoihow.
Gala, Norwegian str., for Rangoon.
Singapore, Italian str., for Singapore.
Stirling, French str., for Haiphong.
Quarta, German str., for Saigon.
Elze, German str., for Batavia.
Crown of Arragon, British str., for Delagoa Bay.
Kutsang, British str., for Sourabaya.
Choyang, British str., for Swatow.
Kong Pak, British str., for Canton.
Flintshire, British str., for Nagasaki.
Suevia, German str., for Yokohama.
Kelal, British str., for Royal Roads.
Italian, British str., for Swatow.
Arragon Apar, British str., for Singapore.
Sulberg, German str., for Canton.
Tak Kong, British str., for Canton.

Departures.
Sept. 4, *Yuenyang*, British str., for Manila.
Sept. 5, *Loongsang*, British str., for Taiwanfo.
Sept. 5, *Suevia*, German str., for Yokohama.
Sept. 5, *Choyang*, British str., for Shanghai.
Sept. 5, *Clara*, German str., for Haiphong.
Sept. 5, *Singapore*, Italian str., for Singapore.
Sept. 5, *Halting*, French str., for Haiphong.
Sept. 5, *Alkie Maru*, Jap. str., for Singapore.
Sept. 5, *Kutsang*, British str., for Sourabaya.
Sept. 5, *Arragon Apar*, British steamer, for Calcutta.

Passengers—Arrived.
Per *Trieste*, from Kobe—Mr. M. Samuel.
Per *Chingtu* from Foochow—Professor Richards.
Per *Airlie*, from Australian Ports—Messrs. B. Outram and Bushey.
Per *Sullberg*, from Chelso—3 Chinese.
Per *Kianhong*, from Swatow—50 Chinese.
Per *Phra Nang*, from Bangkok, &c.—Mr. and Mrs. Curtis, Miss M. Collins, Master F. Collins, Mr. Hochmeister, and 115 Chinese.

Departed.
Per *Yuenyang*, for Manila—Dr. James Stoughton, Mrs. C. F. Hernandez, Miss M. Hernandez, Mrs. Lucas Turbitt, Messrs. B. Hernandez, C. M. Sandford, Yun Tlaon, F. Thompson, F. W. Veritiz, C. Kuwabara, O. Otsuka, Mrs. N. Levering, Mrs. L. la Dow, Master J. Gabaretta, Mrs. Stanley, Mrs. Rosa Bloomkhan, Mrs. Reich, and Mr. Pak Po Hing.

STEAMERS EXPECTED.

Name.	From.	Date.
Calculus	Singapore	To-morrow
Stentor	Shanghai	To-morrow
Galle	Shanghai	Sept. 7th
Laos	Singapore	Sept. 10th
Lighting	Singapore	Sept. 11th
Candia	Singapore	Sept. 12th
Empress of Japan	Japan	Sept. 13th
Hongkong Mail	Japan	Sept. 14th
China	San Francisco	Sept. 22nd

We would direct the attention of shipping firms to the style in which "Steamers Expected" is printed. It is now published in these columns, and in so doing respects the managers of shipping firms to give orders to their clerks to furnish this office, so the forms already applied gratis with the latest available information every day.

PROJECTED SAILINGS.

Ship.	Destination.	Date.
Alesia	Havre, &c.	Sept. 14th
America Maru	San Francisco, &c.	Nov. 14th
Aryll	New York, &c.	Sept. 15th
Bayern	Straits, &c.	Sept. 16th
Belgian King	San Diego, &c.	Oct. 15th
Bellerophon	Sumatran, &c.	Sept. 7th
Bengal	London, &c.	Sept. 16th
Benvenue	London, &c.	Sept. 8th
Candia	Japan	Sept. 18th
Canton	London	Sept. 21st
Carlisle City	San Diego, &c.	Sept. 15th
Cannathenshire	San Diego, &c.	Nov. 15th
Challenger	New York	Oct. deep.
Chihli	Shanghai	Sept. 7th
China	San Francisco, &c.	Oct. 3rd
Chongtu	Port Swire, &c.	Sept. 7th
Chingwa	Marseilles, &c.	Sept. 7th
City of Peking	San Francisco, &c.	Sept. 15th
City of Rio	San Francisco, &c.	Oct. 27th
Columbia	Portland, &c.	Sept. 23rd
Coptic	San Francisco, &c.	Nov. 4th
Coromandel	Shanghai	Sept. 15th
Diamante	Manila	Sept. 7th
Doric	San Francisco, &c.	

Announcements.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WAKASA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 8th Sept., at Noon.
*RIJUN MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via KORE and YOKOHAMA	THURSDAY, 21st Sept., at 4 P.M.
KANAGAWA MARU	MARSEILLES, SOUTHAMPTON, LONDON, and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 22nd Sept., at Noon.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	THURSDAY, 23rd Sept., at 4 P.M.
A. E. Mosses	HAMA	at 4 P.M.
FUTAMI MARU	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 29th Sept., at 4 P.M.
J. Thon		

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

Hongkong, 4th September, 1899.

A. S. MIHARA,

Manager.

Dr. KNORR'S
ANTIPIRYNE

patented

"LION BRAND"
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATISM AND NEURALGIC AFFECTIONS.
NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 2 per cent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

Dr. OVERLACH'S
MIGRAININE

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(ANTIPIRYNE—CAFFEINE—CITRATE.)
(1) Excellent results in the severest cases of migraine, as well as in headache arising from alcohol, nicotine and morphia poisoning, neurasthenia, influenza, grippe, etc.
(2) The best anti-pyretic, even in threatened collapse, because the caffeine of Migrantine acts simultaneously as an anodyne.
Use only Dr. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe MIGRAININE HOECHST.

The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.
Sole Manufacturers: F. HARTMANN, MEISLER, LUCIUS & BRUNING, HOECHST & Co.

Literature of the above Preparations supplied gratis at request to medical men.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

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Onoda Cement Company.

MITSUBI BUSSAN KAISHA,

K. HASEGAWA,

Manager.

Hongkong, 19th August, 1899.

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With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,

LUTGENS, EINSTADT & Co.

Hongkong, 11th September, 1899.

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Hongkong, 14th May, 1899.

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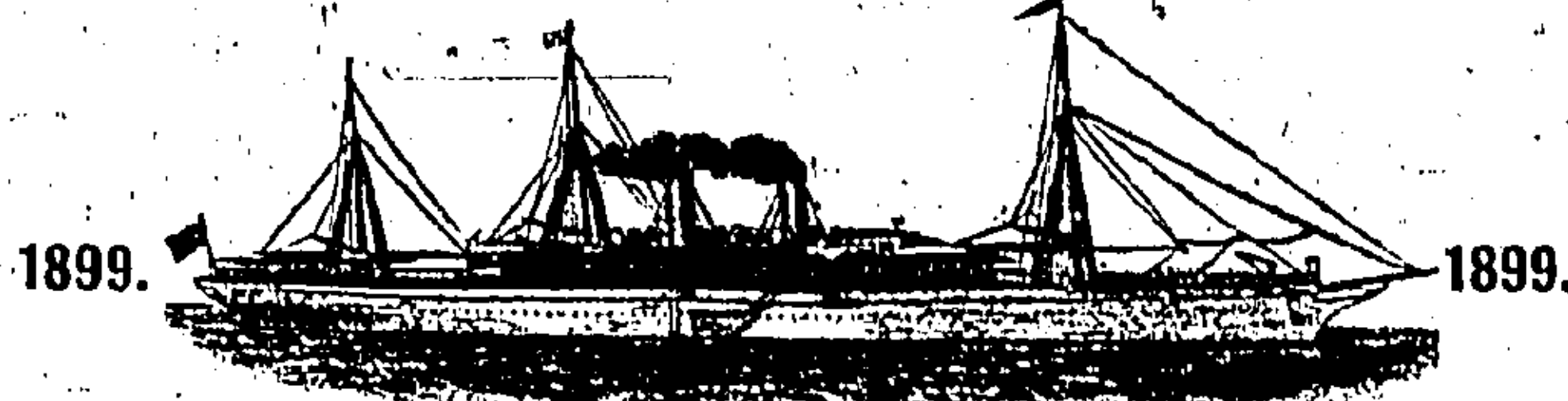
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LIQUORS to all others.

THE GRILL ROOM.

Hongkong, 1st September, 1899.

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 27th Sept., 1899.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points, and AROUND THE WORLD. Return tickets at various points at reduced rates, (Good for 4, 6, 9 and 12 months). SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Raffles Street.

Hongkong, 30th August, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 23rd Sept., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 19th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 14th Nov., at Noon.

THE Steamship

"HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 23rd September, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco to the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 29th August, 1899.

WEST RIVER SERVICE.

THE New River Steamers.

"SAMSHUI," "WUCHOW," will be despatched alternately from Messrs. DOUGLAS LARRAK & CO'S WHARF, at 5 P.M., on MONDAYS, WEDNESDAYS, and FRIDAYS, for WUCHOW, calling at KONGMOON, KAMCHUCK, SAMSHUI, SHUIHONG and TAKING.

Both Vessels have Superior Accommodation for Saloon Passengers.

Fares, including Sleeping Berth.

HONGKONG TO SAMSHUI \$5

HONGKONG TO WUCHOW \$10

Meals can be obtained on Board.

For further information, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st August, 1899.

SAILING VESSEL.

FOR NEW YORK.

THE 3/3 A. I. American Ship

"CHALLENGER," shortly expected from MANILA, will lead here for the above port, and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co.

Hongkong, 28th July, 1899.

Mails.

NORDDEUTSCHER
LLOYD.HAMBURG-AMERIKA
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(Freight Service.) (East Asiatic Service.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRUSTEES, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ALESTIA	HAVRE and HAMBURG	14th Sept.
NUERNBERG	(LONDON with transshipment in HAMBURG) HAVRE and HAMBURG	14th Sept.
V. Bizer	(LONDON with transshipment in HAMBURG) HAVRE and HAMBURG	14th Sept.
*SAVOIA	(LONDON with transshipment in HAMBURG) HAVRE and HAMBURG	14th Sept.
SUEVIA	(LONDON with transshipment in HAMBURG) HAVRE and HAMBURG	14th Sept.
Förck	(LONDON with transshipment in HAMBURG) HAVRE and HAMBURG	14th Sept.
SERBIA	(LONDON with transshipment in HAMBURG) HAVRE and HAMBURG	14th Sept.
Ostermann	(LONDON with transshipment in HAMBURG) HAVRE and HAMBURG	14th Sept.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co.

Agents.

U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 7th Sept., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 3rd October, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Friday, 27th October, at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 7th September, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th August, 1899.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan, PORTS AND HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Carlisle City 3,002 about Sept. 15

Thyra 3,400 about Sept. 30

Helian King 3,379 about Oct. 15

Corinthian 2,929 about Nov. 15

THE Steamship

"CARLISLE CITY," will be despatched for SAN FRANCISCO and SAN DIEGO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight, Passage, &c., apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 31st August, 1899.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaile (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 16th Sept., at Noon.

Doric (via

Consignees.

Intimations.

NOTICE.

PRIVATE BOARD AND RESIDENCE,
166, Queen's Road East.
Mrs. HORTON.
Hongkong, 30th June, 1899. [853a]

£100,000,000 UNCLAIMED!

DOUGAL'S REGISTERED LIST containing names of 30,000 Families advertised for, to claim property and money since 1700. Price 1s. 6d. post free 2s. Every man and woman should buy this book, as instructions are given how to recover property from Chancery. DOUGAL & CO., 62, Strand, London, England, Est. 1844. A fortune may await you. Will be searched for. [1684]

DUMINY & CO

CHAMPAGNE

EXTRA DRY

Carte D'Or 800 Carte Blanche

Sillery Chateau de Demi 800 Charmieres

M. OPPENHEIMER & Co., Paris.

LET'EM ALL COME

YEE CHUN'S STUDIO

at No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices. Hongkong, 22nd May, 1899. [565a]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality. Hongkong, 22nd September 1898. [45]

For Nervous Exhaustion

CHAPOTEAUT'S

Phosphoglycerate

OF LIME

The modern restoration of the nervous system.

For brainworkers, professional men, teachers, students, etc., and in debility, emaciation, dyspepsia, of nervous origin and anemia.

It is readily assimilated and promotes digestion.

PHOSPHOGLYCERATE SYRUP (CHAPOTEAUT)

PHOSPHOGLYCERATE WINE (CHAPOTEAUT)

PHOSPHOGLYCERATE CAPSULES (CHAPOTEAUT)

8, rue Vivienne, PARIS-FRANCE

SIEN TING,

SURGEON DENTIST,

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1898. [43]

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),

DENTIST,

No. 4, Queen's Road Central.

Hongkong, 8th March, 1899. [18a]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:

KELAT, British ship, John Hughes, Standard Oil Co.

EXCHANGE.

Hongkong, 5th September.

ON LONDON, Telegraphic Transfer 1/11 1/2

Bank Bills, on demand 1/11 7/16

Credits, 4 months' sight 1/11 15/16

D'cents, 4 months' sight 1/11

ON BERLIN, (demand) 1/11 1/2

ON PARIS, Bank Bills, on demand 2/47

Credits, 4 months' sight 2/50 1/2

ON NEW YORK, Bank Bills, on demand 47 1/2

Credits, 30 days' sight 47 1/2

ON BOMBAY, Telegraphic Transfer 1/46 1/2

On demand 1/46 1/2

ON SHANGHAI, Telegraphic Transfer 72 1/2

Private, 30 days' sight 73 1/2

ON YOKOHAMA, T.T. 74 1/2 per cent. prem.

Sovereigns, Bank's Buying Rate 50/17

Gold Leaf 100 touch, per mel 53/15

Bar Silver 27 7/16

Dollars 18 per cent. prem.

OPIUM QUOTATIONS.

Hongkong, 5th September.

New Patna 850 per chest.

New Benares 830

New Malwa 750/770 per picul.

Old Malwa 780/800

Persian, paper tied 790/810

The Share Market.

LATEST QUOTATIONS.

(September 5th.)

Banks.

Hongkong and Shanghai Banking Corporation

—358 per cent. prem.

The Bank of China & Japan, Ltd.—(Preference)

nominal

The Bank of China & Japan, Ltd.—(Ordinary)

1/2 buyers

The Bank of China & Japan, Ltd.—(Deferred)

1/2 buyers

National Bank of China, Ltd.—\$25 buyers.

Do. Do. —\$25 buyers.

Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$260

China Traders' Insurance Co., Limited—\$63

North China Insurance Co., Ltd.—Tls. 200

Yangtze Insurance Assoc. Ltd.—\$118.

Canton Insurance Office, Ltd.—\$150 buyers.

Straits Insurance Co., Ltd.—\$6.

Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$315.

China Fire Ins. Co., Ltd.—\$384.

Shipping.

Hongkong, Canton, & Macao Steamboat Co.,

Limited—\$32

Indo-China Steam Navigation Company, Ltd.—\$69.

China and Manila S.S. Co., Ltd.—\$91.

Douglas Steamship Co., Ltd.—\$53.

China Mutual S. N. Co., Ltd.—(Preference)—

1/2 buyers

China Mutual S. N. Co., Ltd.—(Ordinary)—1/3

buyers

China Mutual S. N. Co., Ltd.—(Ordinary)—1/3

buyers

Star Ferry Co., Ltd.—\$18.

Refineries.

Luzon Sugar Refining Co., Ltd.—\$148 ex div.

China Sugar Refining Co., Ltd.—\$54.

Mining.

Punjom Mining Co., Ltd.—\$94.

Do. Preference Shares—\$2.

Société Française des Charbonnages du Ton-

kin—\$240.

Queen Mines, Limited—\$50.

Jetcho Mining and Trading Co., Ltd.—\$134.

Kaibai Gold Mining Co., Ltd.—\$11.

Olivers Freehold Mines, Ltd.—(A) \$11.

Olivers Freehold Mines, Ltd.—(B) \$8.

Great Eastern and Caledonian Gold Mining

Co., Ltd.—\$340.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$35.

Hongkong and Kowloon Wharf and Godown

Company, Limited—\$100.

Wanchai Warehouse and Storage Co., Ltd.—\$45.

New Amoy Dock Co., Ltd.—\$164.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.—

\$10.

Hongkong Land Investment and Agency Co.,

Ltd.—\$110.

Kowloon Land and Building Co., Ltd.—\$29.

West Point Building Co., Ltd.—\$35.

Hongkong Hotel Co., Ltd.—\$132.

Humphrey's Estate and Finance Co., Ltd.—

\$10.

Miscellaneous.

Green Island Cement Co., Ltd.—\$30.

China-Borneo Co., Limited—10.

A. S. Watson & Co., Limited—\$17.

Hongkong Electric Co., Limited—\$13.

Hongkong and China Gas Co., Ltd.—\$130.

Hongkong Rope Manufacturing Co., Ltd.—\$190.

Gen. Fenwick & Co., Ltd.—\$424.

Hongkong Ice Co., Ltd.—\$130.

Hongkong High-Level Tramways Co., Ltd.—

\$145.

Dairy Farm Co., Limited—\$6.

Hongkong & China Bakery Co., Ltd.—\$25.

Campbell, Moore & Co., Ltd.—\$13.

Bell's Asbestos Eastern Agency, Limited—\$1

nominal.

Bells Asbestos Eastern Agency, Ltd.—\$5.

Carmichael & Co., Limited—\$8.

Hongkong Cotton Spinning, Weaving and

Dyeing Co., Ltd.—\$70.

Ewo Cotton Spinning & W. Co., Ltd.—Tls. 70.

International Cotton Mill Co., Ltd.—Tls. 75.

Loai-kung-mow Cotton Spinning & Weaving

Co., Ltd.—Tls. 75.

Soy Chee Cotton Spinning Co., Ltd.—Tls. 350.

Yahloong Cotton Spinning Co., Ltd.—Tls. 55.

Tebrau Planting Co., Ltd.—\$4 per share.

Tebrau Planting Co., Ltd.—\$5.

BENJAMIN, KELLY & POTTS (Share Brokers.)

Telephone Address—"Rialto."

Telegraph Address—"Rialto."

Telegraph Address—"Rialto."

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VISITORS AT THE HONGKONG HOTEL.

HOTEL.

Capt. and Mrs. Aiken Mr. Leon A. Lévy

Mr. J. H. Aiken Mrs. Lund

Mr. J. H. Aiken Mrs. J. Y. Mayston

Mr. W. S. Bailey Mr. F. Maizance

Mr. B. J. Barlow Mr. F. Monrie

Mr. John Baxter Mr. F. Mooney

Mr. and Mrs. A. H. Mr. Frank Morrison

Bottenheim Mr. A. H. Myers

Mr. T. F. Burdett Mr. C. S. Nicholson

Mr. A. B. Carter Mr. A. C. Van Nierop

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Mr. D. Eamshaw Mr. J. B. Richardson

Mr. J. B. Gadelius Mr. S. J. Robinson

Mr. G. G. Gelm Mr. and Mrs. C. Robinson

Mr. and Mrs. K. Gibson Mr. H. Simmons

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Major and Mrs. Jeffreys Mr. B. T. Walling

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Mr. and Mrs. Kiene Whitlow

Mr. J. Kirkwood Mr. and Mrs. Bagnall

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